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2. A strong passenger traffic control was exercised by the Civilian Political Police (AVH) at the Kápolnásnyék station in Budapest. Five AVH agents boarded the train, checked all the passengers without exception, and frequently asked the purpose of their travels. They left at Székesfehérvár, where they took three women and two men to the police guardroom because their papers were not in order. Four of these people were brought back to the train; the other did not reappear.
3. Departing passengers were not checked at the Székesfehérvár station, but more AVH agents stood on the platform and watched the people getting off. Soviet soldiers with red and black, and red and blue shoulder boards also stood on the platform and in the ticket office. This surveillance made observation dangerous.
4. Three or four trains, each made up of 8-10 boxcars and flatcars, were seen at the Székesfehérvár switching station. The flatcars were being loaded with light guns by Soviet working crews. The cars were Hungarian, but bore written inscriptions in Cyrillic characters, and the Soviet star.
5. Two or three more AVH agents entered each car of the train at Pál Major and again conducted a check of the passengers, but rather irregularly. They stayed until the train reached Veszprém. At Várpalota, Őskő, Hajmáskér and Jutas, all alighting passengers were checked by the local police, but it was noticed that they smilingly greeted those who were personally known to them. Alighting Hungarian soldiers were taken in charge by a noncommissioned army officer.

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6. Troops were being loaded aboard trains at Várpalota, Őskü and Jutas: Hungarian and Soviet artillery and Soviet infantry. The trains were made up of closed boxcars. No vehicles or guns were seen. Repeated artillery firing from the direction of Hajmáskér was heard at Várpalota.
7. There was no Soviet garrison in Veszprém. Soviet air officers were quartered in the villas of the Honvédkert, some of them with families. These officers are attached to the airfield at Jutas. There is a small Soviet command post in the building of the former Hungarian city command in Gizella-tér. 25X1
8. All the Soviet soldiers seen wore black shoulder boards bordered with red. The Hotel Szarvas is reserved for Soviet officers. Those seen entering and leaving looked very young. Some of them wore a red star on the upper left arm.
9. The Hungarian-Soviet goods office in Veszprém at Honvéd utca 3 is a building marked with a white enameled sign.
10. There was an active movement of Soviet transport trains at both the outer and inner Veszprém stations. Flat cars carried guns of various types: one type with a four-wheeled carriage, another with a split-trail carriage; also lighter guns with rubber-tired wheels. There were always Soviet soldiers on duty at the inner station.
11. A Hungarian motorized rifle battalion is in the Voroshilov barracks. They wear green shoulder boards, loose Russian shirts and short pioneer boots. The R.T. ammunition factory in the Csér forest, which has been rebuilt in barracks, is occupied by Hungarian infantry. According to information received, there are a division headquarters, two motorized rifle battalions, an armored reconnaissance company, a signal company and an artillery Abteilung. Soldiers with red, green and dark blue shoulder boards were seen in the town and in the vicinity of the forest.
12. Two battalions of Hungarian infantry are quartered in the former noncommissioned officers' school at Jutas. They are said to belong to the division command in the Csér forest.
13. The following information about the Veszprém airfield was obtained from local residents: The airfield lies northeast of Jutas, near the Veszprém-Győr railway line. The field is of grass and has no concrete runway. There are five buildings, including three for soldiers' quarters, and three hangars. A Soviet air wing is stationed there with 30 planes, apparently Yak-9 type. The troops are quartered partly in barracks at the field and partly in a camp in the Lisière forest, across the railway. The planes fly regularly over the city at 1,500 to 2,000 feet.

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The former alternative airfield on the Jutas-Veszprém rail line is no longer used. The Russians formerly parked tanks there.

14. From the end of April to the beginning of May, Soviets troops in large numbers moved to Hajmáskér, both by rail and by auto transport. They included armored troops, artillery and motorized rifle units. These troops had been withdrawn southward when informant visited Hajmáskér late in May 1952.
15. The Hajmáskér-Veszprém highway has been changed by the building of a new stretch which branches off southwesterly before Üskü, goes by way of Söly, leaves Hajmáskér to one side, and rejoins the old road two km. farther south. The old road north of the camp between Üskü and Hajmáskér is now used only by the military.
16. The outer camp at Hajmáskér, toward Üskü, is used by the Hungarian Army. There is an artillery officers' school and an artillery firing school here. Three railway sidings lead into the camp at its western end.
17. There is a barracks between Üskü and the camp, which is occupied by two Hungarian battalions attached to the Veszprém divisional command. The recruits for these battalions were called up in the fall of 1951 at Veszprém.
18. Soviet air troops, with what appear to be Yak-9 planes, are stationed at Szentkirály-Szabadja Airfield. This field lies on the western side of the Veszprém-Felsőörs road, on the eastern edge of the Nemesvamos forest. The field is grass-grown clay; the hangars are hidden in the forest. The runway has been extended northerward to a length of one kilometer by cutting away a small rise. The field lies on a small elevated plain visible from the railway. It was possible to see two new blocks of buildings, the wind sock, and three planes on the ground.
19. Hungarian infantry engaged in combat exercises was seen near the railway on the way to Polgárdi on 27 May; also a Soviet tank with the number 178 in black on its turret. A barracks has been built about 1.5 kilometers north of Polgárdi, between the village and the alcohol distillery and near the railway. It is occupied by a Hungarian armored battalion which at the time was engaged in exercises elsewhere but returned to Polgárdi on Sundays. The battalion has 23 T-34 tanks, six armored scout cars, and a motorized battery with three 105 mm. howitzers. The barracks consists of 11 stone buildings, with garages and gun sheds. The barracks are in the vicinity of László-Major, opposite the castle park. This castle was being used in May 1952 as quarters for Soviet armored troops in transit, whose tanks were parked in the park.
20. The airfield at Börgönd is visible from the Börgönd railway station, at a distance of 1.5 kilometers. The field is about 1.5 kilometers in length, in a north-south direction. Two large hangars and three other buildings with flat roofs were observed, and two barracks. The field is occupied by Hungarian troops, a parachute battalion and an air fighter group. There were five fighter planes of Yak-9 type visible and two two-engined planes resembling those used by the Maszoviet line for commercial traffic.
21. Sárbogárd was overflowing with Soviet armored and motorized troops. Inquiries brought information that these troops were passing through and were only there temporarily. A high command post was located at the Hotel Korona. Two Soviet tanks were encountered between Sárbogárd and Sárszentmihály. 25X1  
All the tanks met in Sárbogárd had numbers in the 700 group. There

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were more than forty of these tanks on the main street, and more were reported to be parked in the courtyards and gardens. [REDACTED]

[REDACTED] The soldiers and officers wore summer uniforms with black and red shoulder boards.

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